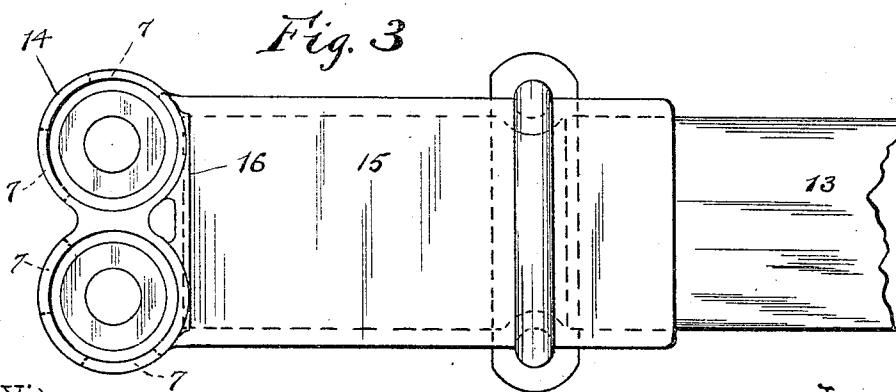
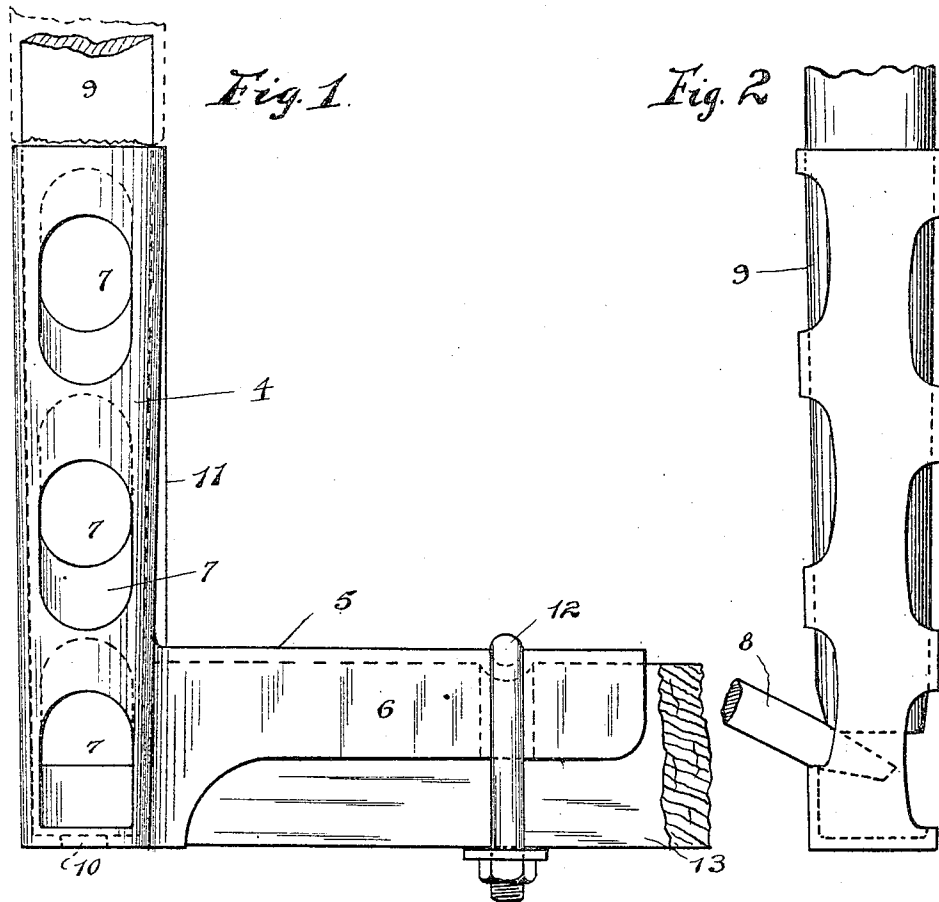


H. W. LEVERENTZ.
SOCKET FOR WAGON STAKES.

APPLICATION FILED MAY 25, 1905.



Witnesses:

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UNITED STATES PATENT OFFICE.

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SOCKET FOR WAGON-STAKES.

No. 801,194.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, HENRY W. LEVERENTZ, a citizen of the United States, residing at Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Sockets for Wagon-Stakes, of which the following is a specification.

This invention relates more particularly to sockets or bearings for stakes or the like to be secured to the ends of wagon-bolsters. Its objects are to provide a suitable socket for the purpose set forth which may be applied readily to the end of a bolster without unnecessary cutting or mortising of the end of the bolster and which may be applied to the bolster without boring holes therethrough, and, further, to provide a socket which will form a long bearing for the wagon-stake without projecting above the bolster an unnecessary distance, and, further, to provide means whereby the stake may be pried out of the socket by means of a suitable bar, and such other objects as will appear from the following description.

It consists in the novel form of socket and fastening therefor and the novel features of construction which are described and claimed hereinafter and which are shown in the accompanying drawings, in which—

Figure 1 is a side elevation of an improved wagon-stake socket embodying this invention. Fig. 2 is a front view of the same, showing the method of prying the stake out of the socket; and Fig. 3 shows a top plan view of a modified form of this invention in which two sockets are arranged together to be fastened to the end of the bolster by means of a common plate or connection.

As shown in the drawings, my improved stake holder or socket comprises an upright tubular socket 4, which is formed integrally with a lateral plate or lug 5, having depending side flanges 6. The upright socket 4 is provided with lateral openings 7 on either side thereof, said openings being offset on the opposite sides, so that a bar or rod 8 can be inserted, first on one side and then on the opposite side, to pry out a stake 9, as shown in Fig. 2. It will be noted that the bar 8 operates through the openings 7 in the sides of the socket in a ratchet-like manner, the object of providing this means of prying out the stake being so that the stakes may be readily removed, even though the wagon is loaded and the load presses against said stakes, so

that it would be impossible to remove them by hand. The socket 4 is preferably tapered, as shown, and is provided with an opening 10 at the bottom and with an engaging strip or face 11.

The plate 5, with the depending flanges 6, is adapted to engage with the end of a bolster 13 and may be secured thereto in any desired manner; but I prefer to secure it by means of a clevis 12, as shown in Figs. 1 and 3. On account of this simple and novel method of attachment the sockets may be fastened to the bolsters readily and easily by an unskilled person, or if the socket becomes broken it may be readily removed without injuring the bolster. It will be noted that by having the socket extend along the end of the bolster it gives an additional depth thereto equal to the width of the bolster, so that a longer bearing is afforded the stake than if the socket rested upon the top of said bolster, and, if desired, the socket might in some instances be extended below the bottom of the bolster. This is a matter of importance, as the socket does not need to extend as high above the bolster as would otherwise be necessary, and therefore in unloading heavy timbers or the like over the sides of the wagon they do not need to be lifted as high.

In the modified construction shown in Fig. 3 two sockets 14 are formed integrally with each other and with a common plate 15, which is formed as above described and secured to the bolster in the same way. With this form of construction the openings 7 are not at the sides of the socket, but are arranged so that the bar 8 may be inserted at a convenient angle. In this instance the sockets are provided with a common face-plate 16, which engages with the wagon-box or load. It will be noted that with this form of device the stake is substantially in alinement with the inner face of the socket, or, if desired, it may be made slightly enlarged above the top of the socket, as indicated in dotted lines in Fig. 1. Therefore a load, for instance, of lumber may be piled up of uniform width, thereby doing away with the cross-pieces which are at the present time usually used to widen the load at the top of the permanent stakes or sockets, so that the upper part of the load extends out to engage with the removable stakes. Other advantages in the construction of my improved devices will be apparent to one familiar with this art. I

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prefer to construct these sockets of cast-steel and to form the same integrally with the joining plate; but I do not wish to limit myself to such material or to such method of construction, as it is apparent that other means could be used for securing the socket to the bolster which would come within the scope of this invention.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A socket for wagon-stakes or the like comprising a tubular member having offset openings in the sides thereof and means for securing said tubular member to a bolster or the like.

2. In a socket for wagon-stakes, the combination of a tubular member provided with openings for the insertion of a pry and a lateral plate for securing said member to the end of the bolster.

3. In a socket for wagon-stakes, the combination of a tapering tubular member attached to project below the top of a bolster and a lateral engaging plate provided with depend-

ing side flanges for attaching said member to the bolster.

4. In a socket for wagon-stakes, the combination of a substantially cylindrical member provided with offsetting openings in the sides thereof and a lateral engaging plate at a distance from the bottom of said cylindrical member and side flanges formed integrally with said plate and said cylindrical member.

5. The combination of the wagon-bolster, a tapered socket extending below the top of said bolster and engaging with the end thereof, a lateral box formed integrally with said socket and engaging with said bolster and a clevis for holding said box in engagement with said bolster.

6. The combination of a pair of sockets for wagon-stakes and means for securing said sockets together and to the end of a bolster substantially as described.

HENRY W. LEVERENTZ.

Witnesses:

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